

CHAPTER 8

Future Land Use Plan

Land use patterns greatly influence the quality of life for Cumberland County residents. Over time a pattern of small towns and suburban neighborhoods surrounded by open space and fertile farmland has evolved. The County's geographic location, which is considered a transportation hub, and is in proximity to the state capitol, has fueled its economy and produced one of the lowest unemployment rates in the state. This mixture of small towns, rich farmland, scenic natural areas, and excellent economy has made Cumberland County an attractive place to live. These patterns have created a strong community identity and help to give the residents a "sense of place."

Introduction

The 33 municipalities of Cumberland County have taken steps to assure their residents that proper living and working environments are maintained. Every municipality has adopted its own subdivision and land development ordinance. Thirty-two municipalities have adopted comprehensive plans and 29 municipalities have adopted zoning regulations. Some municipalities that do not have zoning ordinances are beginning to experience development pressure and will need to address these issues in the near future. Table 8.1 identifies the status of comprehensive plans, zoning, and subdivision ordinances for the 33 municipalities within the County.

The Cumberland County Planning Commission provides direct planning support to municipalities. The County administers the Local Planning Advisory Program, which assigns a professional planner to attend municipal planning commission meetings at the municipality's request. The planner serves as a technical advisor to the municipality and provides review of subdivision and land development plans and ordinance amendments, as well as, assists in the development of ordinances and comprehensive plans. The planner also provides other services such as submitting grant applications on behalf of the municipality and researching material. Municipalities may also enter into agreements with the County Planning Commission to develop ordinances and comprehensive plans.

Planning Commission members and staff also meet regularly with local officials through the County's Outreach Program. The purpose is to encourage planning coordination between the County and the municipalities as well as between municipalities.

**TABLE 8.1
MUNICIPAL PLANS AND ORDINANCES, CUMBERLAND COUNTY - 2011**

Municipality	Comprehensive Plans	Zoning Ordinances	S & LD Ordinances
BOROUGHES	Last Updated	Last Updated	Last Updated
Camp Hill Borough	2009	2007	1993
Carlisle Borough	2002	2009	2009
Lemoyne Borough	2009	1980	1966
Mechanicsburg Borough	2007	1991	2002
Mt. Holly Springs Borough	2008	1976	1976
Newburg Borough	N/A	1985	1985
New Cumberland Borough	2004	1981	1997
Newville Borough	2007	2002	2002
Shippensburg Borough	2005	2003	1993
Shiremanstown Borough	1975	2008	2008
Wormleysburg Borough	2009	2006	1998
TOWNSHIPS			
Cooke Township	2000	N/A	2009
Dickinson Township	2008	2008	2007
East Pennsboro Township	2005	2007	2007
Hampden Township	1994	2009	2008
Hopewell Township	1990	2010	2001
Lower Allen Township	2006	2009	1990
Lower Frankford Township	2007	1994	1993
Lower Mifflin Township	2007	1993	1979
Middlesex Township	2003	2008	2008
Monroe Township	2007	2008	2008
North Middleton Township	2008	2011	2011
North Newton Township	2007	N/A	2009
Penn Township	2007	2006	2009
Shippensburg Township	2005	2008	2008
Silver Spring Township	1995	2009	2009
South Middleton Township	2007	2007	2001
South Newton Township	2007	2007	1997
Southampton Township	2007	2007	1994
Upper Allen Township	1999	2006	2006
Upper Frankford Township	2008	N/A	1999
Upper Mifflin Township	2007	N/A	2007
West Pennsboro Township	2009	2008	1998

SOURCE: Cumberland County Planning Commission, 2011.

Purpose

The purpose of the Future Land Use Plan chapter is to provide a framework of generalized land use patterns and recommendations that can be used as tools to make sound land use decisions for the future well being of the County. The Pennsylvania Municipalities Planning Code (MPC) authorizes counties to develop a plan for land use (Sections 209.1, 301). The intent is to include provisions for the amount, intensity, and character of land use proposed for residence, industry, business, agriculture, and community facilities.

A goal is to provide these land uses in appropriate locations that encourage compatible land use relationships on a countywide basis. The Future Land Use Map designates residential and non-residential development areas, and appropriate areas to expand the economic and employment base in the County. It also provides recommendations to preserve prime farmland and those lands in environmentally sensitive areas.

The Plan is not intended to restrict local governments to detailed, site-specific land use designations. It is intended to be used as a resource to help make sound local land use decisions. In developing this Future Land Use Plan, an attempt has been made to preserve the integrity of local plans and ordinances by incorporating these into the land use patterns on the Future Land Use Map. The MPC requires local comprehensive plans to be “generally consistent” with the county comprehensive plan, while not in strict accordance with it, thus flexibility in local land use planning is legislatively inherent. As a result, the success of what Cumberland County proposes in this Plan is greatly dependant upon its acceptability and implementation by local officials. The Plan will therefore guide future land use in the County by influence, not by legal directive. Inter-governmental cooperation and a sincere commitment to planning are required at both the County and local municipal levels.

Foundation for Future Land Use Plan

The recommendations for Land Use are based on the goals and objectives in the County Comprehensive Plan (Chapter 3), Land Partnerships Open Space Preservation Plan, and the Smart Growth Partnership study. The goals and objectives for the three plans were developed through public surveys conducted during each study. The needs of the private sector were also integrated in the planning process. Organizations such as the Home Builders Association, County Economic Development office, and Chambers of Commerce received surveys for each study and served on the review committees for the Land Partnerships Plan and Smart Growth Partnership study.

The Cumberland County Comprehensive Plan is the official land use policy guide for future development. It provides recommendations on growth, land use, housing, transportation, community facilities, and natural and historic resources. It also incorporates goals listed in the Tri-County Regional Growth Management Plan (2011). The goals of the County Comprehensive Plan, listed in Chapter 3, are based on a survey

sent to elected officials, municipal staff, local planning commissions, school districts, chambers of commerce, and other agencies.

The Land Partnerships Plan (2006) is a countywide strategy designed to provide for open space preservation and smart growth planning. It provides recommendations on farmland preservation, natural resource protection, greenways, and livable communities. A public opinion survey of 1,500 households was conducted to provide input for the plan.

The Smart Growth Partnership (2008) was a task force composed of representatives from a broad range of agencies and backgrounds. Its purpose was to identify critical smart growth issues in the County and strategies to address those issues. The strategies developed by the study are intended to provide guidance in updating the County Comprehensive Plan. The study included a web survey to help develop the recommended strategies.

Priority land use goals from the three studies:

- Establish compatible land use patterns
- Promote farmland preservation
- Direct growth to areas with public facilities and services
- Preserve natural features and open space
- Support downtown revitalization
- Encourage mixed use development
- Manage water resources
- Provide technical assistance and education

Existing land use trends and current planning issues were also considered.

Major existing land use trends and issues:

- Housing market decline
- Growth of distribution industry
- Increased traffic congestion
- Increased regional planning efforts
- Chesapeake Bay initiative
- Reduction of funding for planning activities

Future Land Use

Character Areas

This Plan uses the concept of “Character Areas” to delineate general land use categories and patterns. Character Areas focus on form and patterns of development rather than individual land uses.

Character Area is defined as follows:

A geographic area which is unique and distinguishable from other areas in the region or locality due to its natural features, predominant land use, mix of land uses, economic relationships, and/or design characteristics of the built environment, and for which a common vision can be articulated regarding its preservation, growth, or change. Such areas serve as a basis for plans, guidelines, regulation, and programs prepared specifically for the unique area.¹

Ten Character Areas are identified in the Future Land Use Plan, which were established and provide guidance based on the following general criteria.

- Preserve existing characteristics of a community such as historic villages, neighborhoods, downtowns, etc.
- Identify future development patterns that are desired and expressed as goals for the area such as conservation subdivision, traditional neighborhood, transit oriented development, etc.
- Identify significant natural features for protection such as mountainous areas, greenway corridors, prime farmland soils, floodplains, etc.

More detailed guidance is provided in the Character Area descriptions concerning housing, infrastructure, economic development opportunities, and design elements that are appropriate for each Character Area.

It should be noted that these detailed descriptions represent predominate characteristics and are not intended to be strict requirements. Its purpose is to provide guidance in determining compatibility and consistency with the stated purpose of the Character Area.

Table 8.2 compares the approximate acreages in each Character Area for the 2003 and 2011 Future Land Use plans. The land use categories established for the 2003 plan and 2011 plan are generally similar in nature. In some cases, similar categories were combined to facilitate the comparison. The 2011 Future Land Use plan includes two categories that were not addressed in the 2003 plan – Downtown and Highway Interchange.

¹ V. Gail Easley and Glenn Coyne (June 2005) *Discovering and Planning Your Community Character*, Appendix B, Jerry Weitz (August 2004) *Character Area Typology and Implementation*, pg 25.

TABLE 8.2 FUTURE LAND USE CHARACTER AREA ACREAGE – 2003 AND 2011		
Character Area	2003 Acreage	2011 Acreage
Conservation*	64,829	103,651
Agriculture/Prime Farmland	89,867	90,127
Agricultural/Rural	70,127	74,690
Residential	54,786	49,198
Traditional Neighborhood/ Village/Mixed Use	5,569	6,225
Downtown	N/A	260
Commercial, Retail/Service	10,422	8,066
Industrial	10,149	11,424
Highway Interchange	N/A	3,978
Institutional, Public/Semi- Public*	46,766	4,703
*State Parks, Forests, and Gamelands were included in Institutional, Public/Semi-Public in 2003 and Conservation in 2011.		
**Accuracy improvements of GIS data account for the 193 acre difference from 2003 to 2011		

Future Land Use Map

The Future Land Use map graphically illustrates 10 Character Areas within the County, as well as, greenway corridors and transportation systems (Figure 8.1). It was developed using the following methods and sources.

- **Review of municipal comprehensive plans and ordinances:** Municipal land use planning was incorporated into the general land use patterns shown on the map to ensure consistency and to protect local objectives to the greatest extent possible.
- **Analysis of existing land use patterns:** Land use trends were examined using the County's Existing Land Use map, County parcel data, agricultural easements and other GIS data, aerial photography, and field surveys.
- **Recommendations of the Cumberland County Greenway Plan (2000) and Land Partnerships Plan (2006):** The data and recommendations from these plans are incorporated as part of this comprehensive plan. The lines that depict the greenway corridors on the Future Land Use Map are based on the Conceptual Greenway Map developed by the Cumberland County Land Partnerships Plan. Greenways can take many forms such as natural areas, riparian buffers, recreation trails, and commuter corridors.

- **Review of goals and objectives:** The goals of four separate county studies were taken into consideration when developing the Future Land Use map. These included the County Comprehensive Plan (2003) Goals and Objectives Chapter, Land Partnerships Open Space Preservation Plan (2006), Smart Growth Partnership Strategies (2008), and Tri-County Regional Growth Management Plan (2011).
- **Development of Planned Growth Areas:** Tri-County Regional Planning Commission used the concept of a Planned Growth Area (PGA) in the development of their Regional Growth Management Plan.² The intent of Planned Growth Areas is to locate the majority of new development and building densities in or near areas with existing public services and infrastructure. To maintain consistency between the Regional Growth Management Plan and the County Comprehensive Plan, the PGAs were used as a tool to develop Cumberland County's Future Land Use map.
- **Review by municipalities:** Draft Future Land Use maps were provided to each municipality for consideration. The comments received were reviewed by the Planning Commission and discussed during the Cumberland County Outreach Meetings. Revisions were made accordingly.

Descriptions of each of the Character Areas, found on the Future Land Use map, are included below.

² Tri-County Regional Planning Commission (2011) *Tri-County Regional Growth Management Plan*, Harrisburg, PA.

Conservation Character Area

Conservation Character Areas warrant special preservation efforts and very low intensity development to protect the natural resources they contain. These areas include the mountainous regions on the County's north and south boundaries, steep slopes (15-25% or greater), wetlands, floodplains, parks, state game lands, state forests, and golf courses. This Character Area also includes the network of greenways as delineated on the Future Land Use map. These resources have inherent public benefit by recharging groundwater, mitigating floods, filtering air, purifying water, and providing critical plant and animal habitat. In addition, it provides opportunities for outdoor recreation and tourism.

Character Item	Description / Predominate Characteristics
Housing	<ul style="list-style-type: none"> • Single family detached • Seasonal cabins • Very low density
Economic Development	<ul style="list-style-type: none"> • Forestry • Agriculture (excludes concentrated animal feeding operations) • Campgrounds • Home occupations • Outdoor recreation / tourism (i.e. hiking, biking, boating, fishing, bird watching, special events, etc.)
Transportation	<ul style="list-style-type: none"> • Low volume 2-lane paved roadways • Paved shoulders to accommodate non-motorized transportation • Gravel/dirt roads and right-of-ways • Greenways and trail connections • Bike lanes
Infrastructure	<ul style="list-style-type: none"> • On-lot sewage • On-lot wells • Limited, if any utilities • Stormwater management (encourage BMPs i.e. minimize disturbance, riparian buffers, etc.) • Alternative energy facilities
Design	<ul style="list-style-type: none"> • 1 dwelling per 10-20 acres • Lot coverage of 10% or less • Identify and avoid environmental impacts through subdivision and land development process (i.e. environmental report, standards to preserve steep slopes, wetlands, floodplains, scenic areas and views, species habitat, etc.) • New development should be strictly limited • Cluster development to reduce fragmentation of natural resources • Limit height of structures above the ridge tops (North & South Mts.) • Use of natural building materials and colors • Tree removal limitations / forest management plan • Priority lands permanently conserved

Agriculture/Prime Farmland Character Area

The Agriculture/Prime Farmland Character Area generally consists of land defined and “prime farmland” by the U.S. Department of Agriculture. It is generally located between the Conodoguinet and Yellow Breeches Creeks in regions containing limestone geology. It includes Class I and Class II soils which are defined as having few to moderate limitations that restrict their use for cultivation. A priority of this character area is to preserve the best agricultural land in the county.

Character Item	Description / Predominate Characteristics
Housing	<ul style="list-style-type: none"> • Single family detached • Accessory dwellings for farm related housing • Very low density
Economic Development	<ul style="list-style-type: none"> • Agriculture (includes concentrated animal feeding operations) • Horticulture (including nurseries and greenhouses) • Businesses that support agricultural operations (i.e. sale/service of agricultural equipment and supplies, veterinarian, etc.) • Incidental rural enterprises that allow residents to supplement their income (i.e. farm markets, riding schools, stables, kennels, child care, carpentry, welding, etc.) • Agri-tourism (i.e. bed and breakfasts, farm tours, fairs, special events, etc.) • Home occupations
Transportation	<ul style="list-style-type: none"> • Low volume 2-lane paved roadways • Paved shoulders to accommodate non-motorized transportation • Gravel/dirt roads and right-of-ways • Greenways and trail connections • Bike lanes
Infrastructure	<ul style="list-style-type: none"> • On-lot sewage • On-lot well • Private sewer and water facilities • Encourage agricultural BMPs (i.e. agriculture E&S plans, infiltration areas, constructed wetlands, riparian buffers, etc.) • Incidental alternative energy use (solar, wind, methane, etc.)
Design	<ul style="list-style-type: none"> • 1 dwelling per 5 - 25 acres • Lot coverage of 20% or less • Buildings should reflect height and architectural design of community • Number of new residences should be strictly limited to minimize impact to agricultural uses (i.e. agricultural preservation zoning methods) • Cluster lots/development on least productive soils • Encourage transfer of development rights • Encourage preservation programs – Agricultural Security Areas, Agricultural Easements, Clean and Green • Limit size and type of non-agricultural uses • Encourage reuse of agricultural buildings • Provide buffer and screening between non-residential and residential uses • Joint use driveways

Agricultural / Rural Character Area

The Agricultural / Rural Character Area preserves the rural landscapes that reflect the agricultural history of the county. Most of this area is located north of the Conodoguinet Creek in areas that, for the most part, do not contain prime farmland soils; but do include soils classified as having statewide importance. This character area also provides for low density growth where infrastructure is not in place to support intensive development.

Character Item	Description / Predominate Characteristics
Housing	<ul style="list-style-type: none"> • Single family detached • Mobilehome/manufactured home • Accessory dwellings for farm related housing • Low density development
Economic Development	<ul style="list-style-type: none"> • Agriculture (may include concentrated animal feeding operations) • Horticulture (including nurseries and green houses) • Forestry • Businesses that support agriculture (i.e. sale/service of agricultural equipment and supplies, veterinarian, etc.) • Small scale businesses that serve the local community - commercial retail, service (i.e. markets, kennels, child care, carpentry, welding, repair shops, contractor office, etc.) • Agri-tourism (i.e. bed and breakfasts, farm tours, fairs, special events, etc.) • Home occupations • Alternative energy uses
Transportation	<ul style="list-style-type: none"> • Low volume 2-lane paved roadways • Paved shoulders to accommodate non-motorized transportation • Gravel/dirt roads and right-of-ways • Little or no public transit • Greenways and trail connections • Bike lanes
Infrastructure	<ul style="list-style-type: none"> • On-lot sewage • On-lot well • Private sewer and water facilities • Stormwater management (encourage BMPs i.e. agriculture E&S plans, infiltration areas, constructed wetlands, riparian buffers, etc.) • Telecommunications and high speed data
Design	<ul style="list-style-type: none"> • Lot sizes 1 – 10 acres • Lot coverage of 30% or less • Buildings should reflect height and architectural design of community • Low density development to maintain rural character • Site lots/development on least productive soils • Conservation subdivision design requiring significant open space, mobilehome park regulations • Encourage transfer of development rights • Encourage preservation programs – Agricultural Security Areas, Clean and Green • Limit size and type of commercial uses • Encourage reuse of agricultural buildings • Buffer and screening between non-residential and residential uses. • Joint use driveways

Residential Character Area

The Residential Character Area provides for all types of dwellings, including affordable housing, at medium to high densities and allows for flexibility at the local level. These areas mostly include “suburban” type development and are located generally adjacent to Traditional Neighborhood/Mixed Use and Agricultural/Rural Character Areas. Development is encouraged within regions having existing or future public services such as sewer, water, and transit.

Character Item	Description / Predominate Characteristics
Housing	<ul style="list-style-type: none"> • Single family detached • Single family attached • Two family • Multi-family • Mobile home/manufactured home • Accessory dwelling • Medium to high density development
Economic Development	<ul style="list-style-type: none"> • Limited, small scale businesses that serve the local community – commercial retail, service, recreation (i.e. corner store, day care, fitness center) • Home occupations
Transportation	<ul style="list-style-type: none"> • Low to medium volume 2-lane paved roadways • Public transit service (i.e. transit stops, stations, etc.) • Pedestrian and bicycle connections (i.e. sidewalks, crosswalks, bike lanes, etc.) • Greenways and trail facilities
Infrastructure	<ul style="list-style-type: none"> • Public sewer • Public water • Stormwater management system (encourage BMPs i.e. infiltration areas, vegetated swales, pervious pavers, etc.) • Telecommunications and high speed data • Alternative energy uses • Park and recreation provisions
Design	<ul style="list-style-type: none"> • Typically 20,000 sq. ft. lot area or less / unit • Lot coverage of 40% or less for single family detached • Use of conservation subdivision design, traditional neighborhood development (TND), planned residential development (PRD) methods, mobile home park regulations • Buildings should reflect height, setbacks and architectural design of neighborhood • Limit impact of commercial operations (i.e. size, hours of operation, etc.) • Buffer and screening between non-residential and residential uses • Internal street systems connecting adjacent properties/subdivisions • On-street and off-street parking facilities • Street trees

Traditional Neighborhood / Mixed Use Character Area

The Traditional Neighborhood/Mixed Use areas of Cumberland County are well-established activity centers, many of which date back to the early development of the county. It includes historic villages, such as New Kingstown and Walnut Bottom, and neighborhoods developed prior to World War II. These areas provide differing combinations of residential and pedestrian-oriented non-residential uses that are compatible with each other. Traditional Neighborhood / Mixed Use areas often have distinct edges separating them from the adjacent lower density development. In more urban settings, they serve as transitional areas that connect higher intensity commercial character areas with residential character areas.

Character Item	Description / Predominate Characteristics
Housing	<ul style="list-style-type: none"> • Single family detached • Single family attached • Two family • Multi-family • Accessory dwelling • Live work units • Medium to high density
Economic Development	<ul style="list-style-type: none"> • Primarily redevelopment, reuse, and infill opportunities • Small scale, neighborhood oriented retail, services, and office uses (i.e. corner store, day care, repair shop, bakery, florist, consultant, etc.) • Home occupations • Tourism (i.e. fairs, special events)
Transportation	<ul style="list-style-type: none"> • Low to medium volume 2-lane paved roadways • Alleys, reduced street widths • Public transit service in the eastern part of the county, limited transit service in the western part of the county (i.e. transit stops, stations, etc.) • Pedestrian and bicycle facilities (i.e. sidewalks, crosswalks, bike lanes, etc.) • Greenways and trail connections • Trails and paths connect residential and commercial uses
Infrastructure	<ul style="list-style-type: none"> • Public sewer • Public water • Stormwater management system (encourage BMPs i.e. infiltration trenches, rain gardens, rain barrels, pervious pavers, etc.) • Telecommunications and high speed data • Alternative energy uses • Park and recreation provisions
Design	<ul style="list-style-type: none"> • Typically 15,000 sq. ft. lot area or less / unit • Lot coverage 50% or more • Buildings should reflect scale, height, setbacks and architectural design of neighborhood (2-3 story buildings) • Historic resources/character identified and protected, where present • Limit impact of commercial operations (i.e. size, hours of operation, design blends with residential character, etc.) • Provide buffer and screening between non-residential and residential uses, as appropriate • Internal street systems connecting adjacent properties/subdivisions • On-street and limited off-street parking (side or rear yard) • Limit curb cuts • Street trees • Street lights

Downtown Character Area

Downtown Character Areas are the traditional central business districts found in several Cumberland County boroughs. Cumberland County’s Downtown character areas include Carlisle, Lemoyne, Mechanicsburg, New Cumberland, and Shippensburg. Downtowns contain high-density pedestrian oriented commercial development and are supported by high density residential development.

Character Item	Description / Predominate Characteristics
Housing	<ul style="list-style-type: none"> • Single family attached • Multi-family, often above first floor commercial • Live work units • High density
Economic Development	<ul style="list-style-type: none"> • Primarily redevelopment, reuse, and infill opportunities • Community-oriented commercial retail, services, and office uses (allows for more intensive commercial uses than Traditional Neighborhood/Mixed Use – i.e. home improvement, clothing stores, restaurants, taverns, theaters, financial institutions, etc.) • Government facilities • Tourism (i.e. museums, fairs, special events)
Transportation	<ul style="list-style-type: none"> • High volume 2-4 lane state highways • Alleys, reduced street widths • Public transit service (i.e. transit stops, stations, etc.) • Pedestrian and bicycle connections (i.e. sidewalks, crosswalks, bike lanes, etc.) • Greenways and trail connections
Infrastructure	<ul style="list-style-type: none"> • Public sewer • Public water • Stormwater management system (encourage BMPs i.e. rain gardens, rain barrels, pervious pavers, vegetated roofs, etc.) • Telecommunications and high speed data • Alternative energy uses • Park and recreation provisions
Design	<ul style="list-style-type: none"> • Typically 10,000 sq. ft. lot area or less • Lot coverage 80% or more • Buildings should reflect scale, height, setbacks and architectural design of neighborhood (i.e. located at or near front property line, 3+ story buildings, etc.) • Historic resources/character identified and protected, where present • Provide buffer and screening between non-residential and residential uses, as appropriate • Parking - on-street, off-street (rear), shared, and structure parking • Limit curb cuts • Street trees • Context sensitive street lights

Commercial Character Area

Commercial Character Areas include retail and service facilities generally serving a regional market area. This character area is typically located along major transportation routes and has a relatively high-density mix of commercial uses. Examples include retail centers, shopping malls and plazas, commercial service development, office/business parks, and motels/hotels.

Character Item	Description / Predominate Characteristics
Housing	<ul style="list-style-type: none"> • Residential land uses should be very limited
Economic Development	<ul style="list-style-type: none"> • Regional-oriented commercial retail, services, and office uses (i.e. shopping plazas, malls, vehicle services, motels, financial institutions, professional office, etc.) • Office/business parks • Light industrial parks (i.e. research, testing, engineering laboratory, recycling center, etc.) • Light manufacturing/assembly • Telecommunications facilities/equipment • Alternative energy uses
Transportation	<ul style="list-style-type: none"> • High volume 2-4 lane state highways that provide convenient access to interstate highways • Roads built to accommodate trucks and other large vehicles • Public transit service (i.e. park and rides, transit stops, stations, etc.) • Pedestrian and bicycle facilities (i.e. sidewalks, crosswalks, bike lanes, etc.)
Infrastructure	<ul style="list-style-type: none"> • Public sewer • Public water • Stormwater management system (encourage BMPs i.e. infiltration facilities, vegetated swales, vegetated roofs, water quality filters, etc.) • Telecommunications and high speed data
Design	<ul style="list-style-type: none"> • Typically 20,000 sq. ft. lot area or more • Lot coverage 60% and less • Provide buffer and screening from adjacent residential uses • Parking - on-site, shared, landscaped • Access management to and from site, shared access roads/drives • Interconnections between commercial developments (vehicle / pedestrian) • Site landscaping • Street / site lighting

Industrial Character Area

Industrial Character Areas are intended to provide for a mix of intensive manufacturing, warehousing, industrial parks, and supporting office and commercial uses. It represents mostly existing industrial sites that are not adjacent to a highway interchange. Industrial character areas generate noise, smoke, fumes, traffic and other nuisance characteristics that are generally incompatible with residential uses. This category provides suitable areas for these industrial uses to continue their operations and expand, if appropriate.

Character Item	Description / Predominate Characteristics
Housing	<ul style="list-style-type: none"> • Residential land uses not recommended
Economic Development	<ul style="list-style-type: none"> • Warehousing and distribution • Manufacturing • Industrial parks • Quarries • Landfills • Telecommunications facilities/equipment • Commercial uses in support of industrial uses • Alternative energy facilities
Transportation	<ul style="list-style-type: none"> • Served by high volume 2-4 lane state highways that provide convenient access to interstate highways • Roads built to accommodate trucks and other large vehicles • Rail freight access • Public transit service (i.e. park and rides, transit stops, stations, etc.) • Limited pedestrian facilities
Infrastructure	<ul style="list-style-type: none"> • Public sewer • Public water (high volume) • Stormwater management system (encourage BMPs i.e infiltration facilities, vegetated swales, vegetated roofs, water quality filters, etc.) • Telecommunications and high speed data
Design	<ul style="list-style-type: none"> • Typically 2+ acres lot area • Lot coverage 60% and less • Provide buffer and screening from adjacent residential uses • Parking - on-site, shared, landscaped • Access management to and from site, shared access roads/drives • Roads, bridges, designed to accommodate trucks and other large vehicles • Site landscaping • Street / site lighting

Highway Interchange Character Area

The Highway Interchange Character Area includes intensive commercial and industrial uses that often depend on access to major highways for business and productivity and generate high traffic volumes. This character area is located at the interchanges of Interstate 81 and the Pennsylvania Turnpike. A mix of nonresidential uses is generally compatible with each other and can be mutually supportive. It includes most types of commercial and industrial uses. Highway Interchange character areas generate noise, smoke, fumes, traffic and other nuisance characteristics that are generally incompatible with residential uses.

Character Item	Description / Predominate Characteristics
Housing	<ul style="list-style-type: none"> • Residential land uses not recommended
Economic Development	<ul style="list-style-type: none"> • Warehousing and distribution • Manufacturing • Industrial parks • Office/business park • Regional-oriented commercial retail, services, and office uses (i.e. retail centers, shopping plazas, malls, vehicle services, motels, financial institutions, professional offices, etc.) • Telecommunications facilities/equipment • Alternative energy facilities
Transportation	<ul style="list-style-type: none"> • Served by high volume 2-4 lane state highways that provide convenient access to interstate highways • Roads built to accommodate trucks and other large vehicles • Rail freight access • Public transit service (i.e. park and rides, transit stops, stations, etc.) • Limited pedestrian facilities
Infrastructure	<ul style="list-style-type: none"> • Public sewer • Public water (high volume) • Stormwater management system (encourage BMPs i.e. infiltration facilities, vegetated swales, vegetated roofs, water quality filters, etc.) • Telecommunications and high speed data
Design	<ul style="list-style-type: none"> • Typically 2+ acres lot area • Lot coverage 60% and greater • Provide buffer and screening from adjacent residential uses, large setbacks • Parking - on-site, landscaped • Access management to and from site, shared access roads/drives • Roads, bridges, designed to accommodate trucks and other large vehicles • Site landscaping • Street / site lighting

Institutional Character Area

The Institutional character area includes large government, military, educational, and religious facilities that are 25 acres or larger. Specific facilities include county, municipal, and school district facilities, military installations, colleges and universities, land owned by religious organizations, cemeteries, and the State correctional institution. Institutional facilities less than 25 acres in size are included in other character areas and are not individually shown on the future land use map.

Character Item	Description / Predominate Characteristics
Housing	<ul style="list-style-type: none"> • Higher education institutions and military installations include on-site dwelling units: <ul style="list-style-type: none"> ▪ single family detached ▪ single family attached ▪ two family ▪ multi-family • Medium to high density
Economic Development	<ul style="list-style-type: none"> • Government uses, including military facilities • Primary and secondary education facilities • Service support for institutional uses (i.e. retail, office, vehicle service, storage, recreation, etc.) • Tourism (related to military facilities, historic structures/events, etc.)
Transportation	<ul style="list-style-type: none"> • Internal multi-modal circulation system • Military installations include rail freight service • Public transit service (i.e. park and rides, transit stops, stations, etc.) • Pedestrian and bicycle facilities (i.e. sidewalks, crosswalks, bike lanes, etc.) • Pedestrian connections to surrounding neighborhoods as appropriate
Infrastructure	<ul style="list-style-type: none"> • Public sewer • Public water • Stormwater management system (encourage BMPs i.e. infiltration areas and facilities, vegetated swales, pervious pavers, etc.) • Telecommunications and high speed data • Alternative energy facilities
Design	<ul style="list-style-type: none"> • 25 acres or larger (includes self-contained campus and services) • Lot coverage 50% or less • Buildings should reflect scale, height, setbacks and architectural design of community • Historic resources/character identified and protected, where present • Provide buffer and screening where appropriate to mitigate impacts to surrounding properties • Parking - off-street and limited on-street • Street trees • Street lights

Recommendations

Conservation Character Area Recommendations

- Update and implement Land Partnerships chapters 6 (Natural Resource Protection) and 7 (Parks, Greenways, and Trails).
 - Reevaluate critical area high priorities for preservation
 - Work with partners (Natural Lands Trust, Nature Conservancy, watershed associations, etc.) to ID preservation opportunities
 - Promote greenway preservation and development (natural areas, riparian buffers, trails, etc.)
- Encourage adoption of conservation provisions and provide technical assistance to municipalities.
 - Conservation by design methods to preserve sensitive environmental areas.
 - Environmental resource protection (steep slopes 15% or greater, wetlands, tree removal, minimize disturbance, landscape standards, etc.)
 - Large lot zoning to minimize disturbance and impact
 - Floodplain management – severely restrict development in designated floodplains
 - Wellhead protection standards
- Partner with the Cumberland Valley Visitors Bureau to identify and promote outdoor recreation opportunities and tourism.
 - Annual Visitors Guide
 - South Mountain Partnership
 - Kittanning Ridge Conservation Project - Audubon
 - Carlisle Area Health and Wellness Foundation – Simply Moving guide

Agricultural/Prime Farmland and Agricultural/Rural Character Area Recommendations

- Preserve prime farmland through the Agricultural Lands Conservation Easement Program.
- Provide technical assistance and encourage municipalities to adopt local plans and ordinances that support agriculture.
 - Keep update of Agricultural Security Areas
 - Promote effective agricultural zoning
 - Provide for business that support agriculture and incidental businesses
 - Address alternative energy uses
 - Proper mix of residential
- Encourage Conservation Subdivision Design in the Agricultural/Rural Character Area where appropriate.
- Partner with the Cumberland Valley Visitor Bureau and Cumberland Area Economic Development Corporation to implement tourism and economic development programs aimed at keeping agriculture viable.
 - Agritourism guide update

- Business retention calls
- Participate in the Agricultural Leaders to support agriculture in the county.
- Update and implement Land Partnerships Chapter 5 (Farmland Preservation).
 - Identify challenges to Agriculture
 - Reevaluate Farmland Preservation Strategies

Residential Character Area Recommendations

- Remove spot blight from neighborhoods through staffing and support of the Blighted Properties Reinvestment Board, which serves the municipalities as a tool to help enforce local codes.
- Provide technical assistance to municipalities for residential plan and ordinance related updates:
 - Density – increase at transit stops and in growth areas
 - Mix of residential types
 - Mix of costs (including low-moderate income)
 - Provide for small scale non-residential uses
 - Attractive character / design
- Encourage Conservation Subdivision design and Traditional Neighborhood development.
- Promote bike/pedestrian facilities within neighborhoods links to employment, retail, service, and recreation areas.

Traditional Neighborhood/Mixed Use and Downtown Character Areas Recommendations

- Support the revitalization and redevelopment of the county’s historic downtowns, villages, and boroughs.
 - Technical assistance with plans/ordinances (downtown, village, traditional neighborhood)
 - Infill, replace, and redevelopment
- Provide technical assistance to municipalities interested in developing Historic Preservation Programs and encourage preserving the character of historic structures and locations.
- Update and implement Land Partnerships concerning Livable Communities (Chapter 8).
 - Infill development
 - Brownfield reuse and redevelopment strategy
 - Partner with Redevelopment Authority, Economic Development office to promote Livable Communities
- Partner with the Cumberland Valley Visitor Bureau and Cumberland Area Economic Development Corporation to implement tourism and economic development programs that highlight downtowns and villages.

- Promote bike/pedestrian facilities in neighborhoods and links to employment, retail, service, and recreation areas.

Commercial, Industrial, and Highway Interchange Character Areas Recommendations

- Identify new locations for small-scale industrial or light industrial development.
- Partner with Cumberland Area Economic Development Corporation to evaluate and assist new business locating or expanding in the county.
- Encourage infill and brownfield development and redevelopment.
- Encourage municipal regulations that provide for attractive and effective commercial / industrial development.
 - Access management
 - Locate near highway infrastructure
 - Locate in growth areas
 - Shared access/parking
 - Screening, buffering, setbacks to provide compatibility
 - Landscape standards

General Design Recommendations for all Character Areas

- Direct growth toward designated Planned Growth Areas.
- Implement the Cumberland County Stormwater Management Plan by providing technical assistance to municipalities to adopt regulations consistent with the County Model Ordinance.
- Promote compatible land uses within municipalities and along municipal borders.
 - Buffer/screening
 - Traffic, noise, light
- Develop guidelines for alternative energy implementation.
- Provide GIS mapping to municipalities.
 - Zoning maps
 - Comprehensive plan updates
- Partner with community water systems to implement source water protection programs.
- Implement Chesapeake Bay Initiative – TMDLs (Total Maximum Daily Load).
- Preserve sensitive natural features through appropriate site design and environmental protection standards.
- Promote appropriate land uses and zoning along freight rail corridors.
 - Commercial/industrial
 - Conservation/agricultural
 - Buffers